

NORTH-CAROLINIAN.

Wm. H. Payne, Editor and Proprietor. FAYETTEVILLE: Saturday Morning, September 12, 1846.

Agents for this paper in N. York. Messrs. Mason & Tattle, 38 William street, and Mr. George Pratt at the Morning Telegraph Office, 10 Nassau street are authorized to obtain advertisements and subscriptions for the North Carolinian, in New York.

Important from Mexico! U. S. ship burnt and officers taken prisoners. The U. S. brig Truxton went ashore on the Texan river, 130 miles north of Vera Cruz.

The U. S. brig Truxton went ashore on the Texan river, 130 miles north of Vera Cruz. It appears that Capt. Carpenter of the Truxton, sent his boat ashore for water, and wishing to get his brig near enough to shore to protect his boats with his guns; for this purpose he employed a Scotchman he had taken out of a Mexican vessel to pilot him, but the Scotchman, from design or accident, ran the brig aground on the 13th of Aug.

The U. S. steamer Princeton was immediately despatched to the wreck of the Truxton, but so high was the sea that it could not be approached until the 22d, when, finding it impossible to get her off or save her, she was fired. The Mexicans had previously, however, completely stripped her of every thing they could get away, and then her guns overboard.

The U. S. steamer Legare arrived at New Orleans on the 5th Sept., with important despatches for the American Government, the purport of them not known. It was reported that all the Mexican States had refused to furnish troops to march against the American Army.

The following is a list of the officers attached to the Truxton, who have gone to Tampico. Commander E. W. Carpenter; Acting Master Isaac N. Bricehead; Passed Midshipman John P. Bankhead; George B. Bassell; Purser George F. Cutter; Assistant Surgeon John S. Messersmith; Midshipman Simeon S. Bassett; Captain's Clerk H. Wilkinson; together with about fifty petty officers and seamen.

THE CABINET.—Mr Bancroft has been appointed Minister to England, and Judge Mason will act in both capacities of Attorney General, (which he is now) and Secretary of Navy; says the Washington Union.

NEW COTTON.—The first bale of new Cotton was brought to Market this morning, arrived on Wednesday 9th inst., and was purchased by P. F. J. Russell & Co.; at 7 1/2 cts. per lb., of quality fair.

It was brought by Mr Daniel Hilliard, of Duplin county. Mr J. G. Shepard, was elected Solicitor for the County of Cumberland on Tuesday of this September Term, in place of Mr T. L. Habart, resigned.

Mr Shepard will doubtless fill the office to the satisfaction of the people of the County.

RAILROAD CHARTERS. The Cherry Gazette, in noticing the unworthy rivalry which has exhibited itself in several quarters, concerning the several contemplated railroad routes, suggests to the people of South Carolina, and the Legislature, the propriety and justice of granting charters to all the schemes.

And should this be done, it further suggests that for fear that the divisions among the friends of the several routes, and a stubborn perseverance in prosecuting each division its own route, should mar the prospects of all, and possibly prevent the success of any, that each Company having its charter, shall open books, and let all get subscriptions enough to build, do say, but it not, let the route having the largest subscription, or greatest number of shares, take precedence, as being the favorite of the public, and let the others cease operations, and if they will not take stock, at least stop opposition.

This plan looks plausible enough on paper, but we believe it is impracticable as well as inexpedient. We go for acting independently and liberally free from all bargains or contracts. The "upper route" has advantages which we should not like to see hampered or encumbered with contingencies. If the people of the lower route can build their extension, we shall be glad of it, and will rejoice in their joy. But as they have acted not altogether fair or generous, we wish no bargains.

FOREIGN NEWS.—The Britannia arrived at Boston on the 3d inst. Her news is of no particular importance. Hon. Louis McFane, American Minister at London, arrived in her.

The cotton market was quiet. The new American Tariff had not made, so far, any alteration in business; but an alteration for the better was looked for. Iron had risen in price.

There has been a regular quarrel and separation between the O'Connell and O'Brien repeal parties in Ireland.

Another step towards free trade in the legislation of England, is the final passage of a Bill admitting Sugar into England at greatly reduced tariff taxes.

Great rains in England have materially injured the crops. The potato crop of Great Britain is again destroyed by the rot.

Grain was advancing in price, as well as provisions, generally.

GRANITE IN A SWAMP! We see it stated in the Norfolk (Va.) Herald, that several buildings are being put up in that place, the pillars of which are of granite taken from the Dismal Swamp in North Carolina!

This seems to us to be a most strange circumstance. We should as soon expect to see burnt bricks grow spontaneously in a sand bank, as to see granite in a swamp.

THE LUMBERTON MAIL by Sulky, now departs on Sundays and Thursdays, at 5 o'clock in the morning, instead of three times a week.

TWELFTH OF SEPTEMBER.

This day 32 years ago, was made the memorable defence of Baltimore, called the "Battle of North Point." The British troops were flushed with their success in taking Washington city, burning and plundering the public buildings, and proceeded to attack Fort M'Henry, which commands the entrance to the harbor of Baltimore.

The naval forces under Admiral Cochrane, landed about 5000 troops at North Point on the morning of the 12th, 14 miles below Baltimore. Gen. Smith was in command at Baltimore, and had entrenched himself on the heights.

On the 11th, he despatched 3,200 men to reconnoitre the enemy, and to act as a sort of bait to draw the British up to the main body of American forces. Of these troops, one regiment was stationed at "The Trap," a tavern on the road, and another at a Meeting House, as reserves for the advance to fall back on.

On the 12th the British forces and American advance had a skirmish, in which Gen. Ross, the commander of the land forces, was killed; and a number killed and wounded on both sides. The American forces, many of them, fled precipitately, the cavalry in particular; except the 27th regiment, who it is said maintained their ground, and marched back to Baltimore in regular order; there being many fishermen, and commanded by an Irish Major, Heath, each soldier stuck a green twig into the muzzle of his gun to represent the steam-rocket, in honor of their Major.

However the British moved on up, and finding the Americans so strongly posted, and equal, if not superior in numbers, Col. Brooke, the commander, determined to attack them by night; but before carrying that resolution into effect, he received information from the naval forces that they had failed to capture Fort M'Henry, and could not get into the harbor on account of the vessels that had been sunk to obstruct it. And could not therefore support the land movement, and Col Brooke concluded not to make his intended night attack; but decamped to North Point and embarked.

The Baltimoreans have a monument to commemorate this event, called the "battle monument."

The most extraordinary circumstance in this attack, was the death of Gen. Ross. The British forces were moving forward toward the city, after having repulsed and scattered the skirmishing party sent out, when from a clump of bushes along the road, two shots were fired—one entering the head, the other the heart of Gen. Ross. A tremendous discharge of small arms was fired into the bushes. It has never been ascertained with certainty who killed Gen. Ross, but circumstances have pointed out two young men so plainly, that the Baltimoreans considered there was little or no doubt of the fact, and they built a monument to their memory.

Their names were McCaskey and Wells—the former a carpenter, and the latter a saddler, not out of his apprenticeship. Their bodies were found near the place where Ross was shot,iddled with balls, the effect of the volley fired into the ambush. They belonged to a Company called the 1st Baltimore Sharpshooters. Their bodies are buried beneath the monument erected to commemorate their self-sacrificing act.

THOSE TWO SENATORS. We perceive that some of the whig papers, and their correspondents, are speculating on the probabilities of having two new Senators to elect, it having by some means become rumored that Mr Mangum would resign. We perceive, however, that Mr Mangum never gave countenance to this rumor, if we may judge by a statement in the Hillsborough Recorder. The editor of that paper says that he has reason to know that Mr Mangum has not expressed a determination to resign; and although by some years ago was anxious to retire to private life, he is now willing to serve in any capacity in which his labors may be useful.

We presume this language is official, as Mr Mangum lives near Hillsborough.

In speaking of the Senator to be elected in Mr Haywood's place, the Recorder warmly eulogizes and recommends Governor Wm. A. Graham. But that will not do. The county of Orange has had a Senator for a number of years, ever since Mr Mangum's election, and she had the Governor two years, and now for two more, besides other offices of honor and profit, and has the capability to ask for two Senators.

There is no man in the whig ranks whom we would sooner see go to the Senate, than Governor Graham, and we would be glad to see him go in preference to any other whig, if it were not that both him and Mr Mangum are in the same county. Other sections of the State demand some attention in the selection of Senators.

A very large meeting of the Democracy of New York city was held on the 2d instant, at Tammany Hall, for the purpose of expressing and embodying their sentiments of approbation in relation to all the great measures of the administration; at the late session of Congress.

Besides the regular set of resolutions, one of the speakers offered one which was unanimously adopted, expressing thanks to those members of the U. S. Senate who voted for the annexation of Texas—the tariff of 1846—and for the "clear and unquestionable" right of the United States to the whole of Oregon up to 54 deg. 40 min.

SOUTHERN RAILROADS.

Georgia seems to be going ahead of all the Southern States in building railroads. The people of that State seem to have become possessed of a never-tiring spirit of enterprise, which is laying a sure foundation for wealth and importance.

A friend who has recently given much attention to the subject of the contemplated road to connect Raleigh, Fayetteville, Cheraw and Camden, and to routes and schemes of roads south to Mobile, has furnished us with a statement of railroad improvements, existing and contemplated, in Georgia, South Carolina, and Alabama, which will be found interesting.

All the Georgia Railroads centre at Atlanta, DeKalb county, Ga. The central Railroad from Savannah to Macon 190 miles, and the Macon and western 101 miles, makes the connection between the Atlantic and Atlanta complete. The Georgia Railroad from Augusta to Atlanta 171 miles, which road is a continuation of the Charleston and Augusta road, 136 miles, completes the connection between Charleston and Atlanta—the whole distance from Charleston to that place being 307 miles. At Atlanta continues what is called the State or Atlanta and Western Railroad, which is now finished and in operation to Oostenuhah river, 80 miles from Atlanta, and under contract to the Tennessee line.

This road is designed to be continued in three directions, to-wit: to Memphis, Nashville, and Knoxville; Tenn; from Memphis in the direction of the Georgia road to La Grange, some 50 miles is either in operation or nearly so, and another link of the same road from Tusculum to Decatur in Alabama, some 42 miles is in daily operation. A company is chartered from Nashville, and great hopes are entertained, from both Nashville and Knoxville.

The road from Montgomery, Ala., to West Point, Ga., is designed to be extended to Atlanta—the road from Montgomery to West Point is under contract, and is finished and in operation to Chehaw station—from Montgomery a road is designed to be continued to Vicksburg, Miss.—from Vicksburg, in the Montgomery direction, a road is now in operation to Jackson, 226 miles, and partly finished to Brandon. The States of Alabama and Mississippi have this road under their patronage, and have appropriated funds to it. Genl. Speight got a bill through the Senate last session of Congress, appropriating alternate sections of the public lands towards building this road.

It has been designed also, to connect Mobile with Montgomery by railroads, though at present, steamboats ply regularly on the Alabama river between these points.

Pensacola and Mobile may and will be connected by Railroads.

There will be a branch of the "Central" road from near Barnesville to Columbus, Ga., which is designed ultimately to go on to Mobile. There is a branch of the Georgia road to Athens, Ga., branching near Crawfordsville.

The South Carolina improvements are as follows: From Branchville, on the Charleston and Augusta road, 58 miles to Columbia, now in operation, and which road is designed to extend up to Greenville, and thence to Asheville, N. C.—From Gadsden, on the Columbia branch, commencing the Camden road, which is designed to be extended north, via Cheraw and Fayetteville, and to connect with the Raleigh and Gaston Railroad at Raleigh.

All these improvements in a few years will be finished. The increasing travel and resources of the country demand it, and capitalists will do the work.

THE FALL ELECTIONS.—The coming fall elections for Congressional and State Officers, are to take place in the following order of time:

Table with 4 columns: State, Day, Date, and Year. Includes Vermont (Tuesday, Sept 14), Maine (Monday, Sept 14), Georgia (Monday, Oct 5), Arkansas (Monday, Oct 5), Maryland (Wednesday, Oct 7), South Carolina (Monday, Oct 12), Pennsylvania (Tuesday, Oct 13), Ohio (Tuesday, Oct 13), Mississippi (Monday, Nov 2), Michigan (Monday, Nov 2), New York (Tuesday, Nov 3), New Jersey (Tuesday, Nov 3), Massachusetts (Monday, Nov 9), Delaware (Tuesday, Nov 10).

FAULT-FINDERS AT FAULT. The Baltimore Patriot has published a statement attacking the table of comparative tariffs, furnished by the Secretary of the Treasury, signed by him, and published by the Union. Now this table was not furnished by Mr Walker as a volunteer, but was communicated by him on an official call by the Committee of Ways and Means of the House, and on motion, published by order of Congress. It is compiled from the Register's report, of December last, then communicated and published by Congress, based upon the actual imports and actual duties paid for the year 1845, in which report the ad valorem and equivalent ad valorem are given, and which we can not contest, for they are the actual duties paid, compared with the actual imports. The table, then, is unquestionably correct in all its parts. That table of the Register, on which it is founded, was published by Congress in December last, and quoted as correct by whigs and democrats.

The items, stated by the Baltimore Patriot, are easily explained: He gives a particular instance regarding a single article. The report of the Register gives the whole imports of all those articles, and their value, for the year 1845, and the whole duties paid, and thus shows the equivalent ad valorem correctly; and in this way the tables have been prepared, not merely by Mr Walker, but by all his predecessors. The Baltimore Patriot must therefore, either retract or stand forth convicted of a gross calumny.—Union.

Capt. CHARLES S. M'CAULEY, has been appointed to the command of the navy yard at Washington, which he assumed on the 1st inst., in the place of Commodore SHUBRICK, appointed to the command of the Pacific squadron.

RAILROAD SCHEMES.

One who signs himself "Wm. F. Hort, M. D.," has published several communications in that excellent Democratic paper, the Wilmington Journal, in which he urges upon the citizens of Wilmington the necessity of, and the advantages to be derived from, extending the Wilmington road to connect with the road in South Carolina. Of this we can complain; but in leaving the subject of the extension of the Wilmington road, and attacking the motives which urge the people of Fayetteville and the friends of what is called the "upper route," to exert themselves to extend the Raleigh and Gaston road, it becomes high time that those whose motives are attacked should say something in their defence.

The above mentioned writer, after stating that the Wilmington railroad "is the only cause" of the great prosperity of Wilmington, and admitting that its extension will not bring to that town "much greater prosperity than already exists." He continues and winds up his communication with discussing the merits of the road from Raleigh by way of Fayetteville; in which he says as follows:

"If that upper route were designed to develop the resources of the middle and western counties, and to benefit the State—if it were calculated to increase the prosperity of Raleigh, Fayetteville, or any town in N. Carolina, the enterprise would enlist the sympathies and well wishes of the citizens of this town in its behalf—but when they know it to be ruinous and discreditable to the State, making her, as I have already said, tributary to South Carolina and Virginia, and that it would ensure the complete ruin of this town, nothing that can be accomplished by human effort, at almost any cost and sacrifice, should be neglected, which will defeat such suicidal policy and avert such lamentable consequences. And fortunately, the citizens of Wilmington have it in their power to save the credit and honor of the State, and at the same time, to preserve their own town from ruin."

Passing over in the above remarks the assurance which assumes to tell the people of the "upper route" that they are ignorant of their own interests, we come to that part which charges us with views and ends "discreditable to the State," and arrogates to the people of Wilmington the keeping of the State's honor!

In viewing this part of the communication and the appeals which have been made to the citizens of Charleston to come to the aid of the Wilmington road, let us ask what are the incentives held out to the people of Charleston, to lead that aid? It is but two weeks since, that we saw copied into the Wilmington papers statements of the benefits Charleston is to derive from this communication. These statements say that Charleston by this communication is to "control the trade of the eastern part of North Carolina!"

We mention these things to contrast the professions of the keepers of the "credit" and "honor" of the State with their practices. The people of Charleston of course fall very readily into these views and inducements, and desire to have a direct communication with Wilmington.

A long series of articles have been published in the Wilmington papers, not only advocating the extension of the Wilmington road, but unadvisedly with strange and almost unaccountable severity on the efforts of Raleigh and Fayetteville to extend the Raleigh road. To all this, the people and the press of Fayetteville have listened with composure, but unmingled with surprise; and occasionally, the latter has replied to, and remonstrated at, such unkind and unbecomingly interference with their plans of enterprise. The press has stated repeatedly, that the people of Fayetteville entertain no hostile feelings towards Wilmington, or any improvements which her people may think to their advantage; and not only so, but the press and people of Fayetteville applaud and cheer on to it to incite the same spirit at home; and that it is asked by Fayetteville, is, that she may be allowed to judge for herself what plan she will pursue for her own benefit. She does not intrude her advice, or any ill-tempered remarks upon the people of Wilmington, but only begs to be allowed the privilege in common with every other community, to pursue what plans and schemes she deems conducive to her own welfare. And if in these plans and schemes other communities seem fancy they see, that injury is to result to them, it is only what Fayetteville has seen and felt years ago. She has seen the life of her streets, and the bustle of her merchants, dwindle and depart, and the wealth that used to flow in her lap, drawn off and scattered in different quarters pointed out by enterprise, perhaps superior to her own. She has borne it all, and has continued to bear it for a series of years—through hopes and disappointments; and now that she is once more determined to make another effort to regain at least a part of her lost importance, she thinks that the least she can ask is, that her effort and the motives which prompt it, shall not be denounced as unparliamentary and "discreditable."

The Portsmouth and Roanoke Railroad was sold at public Auction on the 4th inst., and purchased by the agent of the Board of Public Works, on behalf of the State of Virginia, for sixty thousand dollars.—Wilmington Chronicle.

The sale took place under a mortgage, by the Rail and Company to the President and Directors of the Board of Public Works of Virginia. The Governor, who is President of the Board, and several members have, within a few days past, returned from a tour through the Valley and South Western Virginia, where they have been examining the public works now in operation.

The New York True Sun says that orders have been received in this city for the organization of seven troops of horse for Mexican service.

BRANCH MINT.—The Charlotte, N. C., Jeffersonian, says that the Branch Mint at that place is nearly finished, and will be in operation in a few weeks. Mr Emory Graham is the coinier, in place of Mr Bolton, deceased.

The authorities of Alexandria have taken the vote of the people on the question of the retrocession of that city to the State of Virginia, in accordance with the act of Congress. It was decided in favor of retrocession by two-thirds.

The Raleigh Register says that the first duty of the Legislature, in its opinion, will be to re-district the State into Congressional Districts. This is the "law and order party," recollect. Great sticklers, sometimes for obedience to the law.

Genl. Gamez has been transferred to the command of the Eastern Division of the Army, what little there is of it, not in Mexico. His headquarters are in New York city.

T. Leger Hutchinson, Esq., has been elected Mayor of Charleston over General Schuierle, by a majority of 51 votes, out of 1487 votes cast.

GIRARD COLLEGE.—The cup stone of the Girard College edifice was raised to its place on the 29th ult. The edifice has been thirteen years in building—the corner stone having been laid in 1833. The probable cost is between two and three millions of dollars.—Chronicle.

Cherry Valley, Chenoweth Co., N. Y., Oct. 4, 1845. Mr Seth W. Fowler: Dear Sir,—Gratitude alone prompts me to make the following communication, which I should like to have published in the paper. I have been afflicted for the last five years with a severe pain in the side, attended with a hacking cough and night sweats, so that I have not been able to do a days work during all that time. I have been attended by three of the most respectable physicians in our vicinity, but obtained no relief. As a last resort I was induced to try Wisn's Balsam of Wild Cherry. I used three bottles, and with entire success. I feel that I am restored, and owe more to the efficacy of that medicine.

Signed, JOHN FERNS. For sale by S. J. HINSDALE, Fayetteville, N. C., and Dr. A. MALLOY, Cheraw.

SHIP NEWS.

PORT OF WILMINGTON. ARRIVED. Sept. 1. Sch'r Fayetteville from Baltimore. 2d Barque Calista from N. York. 4th. Sch'r Claudia from Washington, N. C.—sch'r Marion from a Shalott. 5th. Brig. Saml N. Galt, from Grandrap. 7th. Sch'r Mary Frances from Middleton, N. C. 8th. Brig Belle from N. York.—Brig John M. Clayton from Philadelphia.—sch'r Jonas Smith from N. York.—sch'r Joseph Lybrand from Philadelphia.

MARRIED. In this county, on the 31st ult., Capt. Thomas J. Bulla to Miss Barbara McNeill, all of Cumberland. In Sampson county, on the 31st ult., at the house of Dr. Owens, by the Rev. C. Shaw, Mr. James W. Crommie, of Bladen, to Miss Lucy C. Boile, late of Rowan county.

DIED. In Cumberland county, on 5th inst., Mr Wm. L. Walker, in his 91st year. The deceased was a soldier of the revolution—one of the few of those patriots who lived to connect that memorable time with the present. He had lived an exemplary and unexceptionable life, and died a Christian.

In Lower Fayetteville, on the 31st Aug., Mr Benetta Johnson, consort of Mr N. H. Johnson. In this county, on the 9th inst., Mr Benjamin Chapman, in the 67th year of his age. In Anson County, on the 27th ult., Is'tan Ingram, Esq., in full hopes of a better world, Mr Ingram, as a citizen, was highly respected, and as a husband, greatly beloved. He died rejoicing that he was ready and willing to go whenever his God called him. He has left a widow, and a large circle of friends, to deplore his loss. We have it said, in the midst of life we are in death.—Communicated.

ODE ON THE DEATH OF E. NUNALLEE. Beneath that sod of gent growth From a death's repose, my friend, Thy last remains of one brave youth, Whose early call proclaimed his faith— That young and old must die.

The pilgrimage was short on earth, Six transient weeks he lay; From youth to manhood's vigour, breath Is noting the approach of death, And all must pass away.

He was my friend from early youth, And made my path his heart; For he would walk beside to truth, And sought the pains of life to soothe, And comfort to impart.

I passed that way—but O, no more I met his smile so gay; The flowers bloom'd around his door As when he was in bloom'd before, But he had pass'd away.

No monument or earthly mound Attracts the stranger's eye; The evening breeze's solemn sound, Breaks the melancholy of the ground, But tell not where he lies.

For the Carolinian. Lines occasioned by the premature birth of twins, who died a few hours after they were born.

"Suff'r little children to come unto my lot of such is the kingdom of Heaven." 'Twas summer, and a sunny eve; And cool and balmy was the air, I saw a sight that made me grieve, And yet that sight was fair.

For in a little coffin lay Two lifeless babes, as sweet as May. Enclosed in each other's fond embrace; Angels attend them to their resting place.

That scene so mournful yet so fair, Assurance gave that God was there, To waft them in his arms of love, To a happier home in realms above.

A manly form was kneeling there, In fervent prayer, so gentle, meek; I saw affection's prayerly tear Glide down his aged cheek.

Weep not for those to whom kind Heaven Eternal peace and rest hath given; Happier they in calling higher, Than earthly life, Than members of the Angel choir. B. Haymount, Sept. 9th, 1846.

The Vermont elections have, as usual, resulted in favor of the whigs. On account of the large abolition vote, there is an election of Governor by the people, but a whig majority in the Legislature will ensure a whig Governor.

Professor Thomas R. Drew, late President of William and Mary College, Va., died in Paris.

NOTICE. SAMUEL GAIN, Constable in Flea Hill District, with authority for collection in that district, and also in Moore's, Lock's Creek and Newberry's Districts. He will be glad to furnish to all citizens put in his hands, and can give satisfactory references as to promptness. Sept. 12, 1846. 395-31.

NOTICE. THE Subscriber having qualified as Executor of the last Will and Testament of John Mullins, deceased, at the September Term of the Court of Pleas and Quarter Sessions for the county of Cumberland, requests all persons indebted to the estate to make payment. All persons having claims against the said Estate are requested to present them to the subscriber, within the time limited by law, or this notice will be pleaded in bar of a recovery. WILLIAM S. MULLINS, Executor. Sept. 12, 1846. 395-31.

BRIGADE ORDERS. Head Quarters 4th Brigade 41 Division N. C. 1846. Carthage, Sept. 8, 1846. The Colonel's Orders of Regiments comprising the 4th Brigade, will call together the officers and soldiers under his command at the times and places following, viz:

The 8th Regiment, Col. Wm. M. Baldwin, at Whiteville, Monday, October 19th.

The 21st Regiment, Col. N. Kelly, at Elizabethtown, Tuesday, Oct. 22d.

The 32d Regiment, Col. Isaac McPhail, at Clinton, Thursday, Oct. 22d.

The 33d Regiment, Col. D. McCormick, at Fayetteville, Saturday, Oct. 24th.

The 34th Regiment, Col. A. Marchison, at Mrs. Birkhead's, Monday, Oct. 26th.

The 44th Regiment, Col. J. Morrison, at Carthage, Wednesday, Oct. 28th.

For the purpose of review and inspection. The review will take place precisely at 12 o'clock, M. All Officers who are not properly in uniform will be held strictly accountable. By order of Brigadier Genl. W. D. DOWD. M. B. PERSON, Aid. Sept. 12, 1846.—395-31.

WANTED AT THIS OFFICE, a youth to learn the trade art and mystery of Printing. None will answer unless he is at least 14 years old, and not over 16; and can read and write with facility.

NOTICE IS HEREBY GIVEN, that application will be made to the next General Assembly of the State of North Carolina, for a Charter for a Railroad from Raleigh, by way of Fayetteville, to Camden, S. C.

PRICES CURRENT. Corrected weekly for the North Carolinian. FAYETTEVILLE. In order to obviate any mistake, we state that the prices in the tables below, are quoted for all produce from the country, unless otherwise stated, which is sold wholesale from the wagons.

Table with 2 columns: Country Produce and Merchandise. Includes Brandy, peach, 7 to 8; Apples, 25 to 30; Butter, lb. 20 to 25; Corn, 15 to 20; Flour, 50 to 55; Hides, green, lb. 3 to 4; Lard, lb. 10; Onions, bush, 25 to 40; Peas, bush, 80 to 85; Rice, bush, 90 to 100; Tobacco, leaf, 6 to 7; Wheat, bush, 90; Whiskey gal. 30 to 40; Wool, lb. 12 to 15.

Table with 2 columns: Country Produce and Merchandise. Includes Brandy, north, 60 to 60; Butter, lb. 19 to 20; Chickens, each, 12; Eggs, doz., 10; Meal, bush, 90 to 100; Pork, lb. 5 to 6; Potatoes, sweet, 10; Turkeys, each, 10; Turnips, bush, 10; Wine, Malaga, 55 to 60; Cotton yarn, lb. 15; Sheetings, yd. 7; Glass, 8 to 10; Onions, yd. 9; Mackerel, No. 1, per bbl. 7 50 to 8 00; No. 2, per bbl. 5 50.

REMARKS.—Produce arrives slow, and all kinds continue very scarce in store. Flour would command \$5 50 to \$6 00, Bacon, 9 cents, Lard 10. Corn scarce, and sells at 82 to 85. Meal \$1 00. Oats 35 cts. New Brand's advanced to 30 cts. Whiskey gal. 30 to 40. Sales of Cotton at 7 1/2 to 7 3/4, but prices may be considered as nominal, as but few bales were offered, and not enough to establish a quotation.

Groceries are unchanged here. Sugar has advanced in the northern markets. All kinds of dry goods said to have materially declined, and our merchants will be able to give good bargains.

Table with 2 columns: WILMINGTON. Includes Butter, 16; Molasses, 20 to 30; Brosewax, 27; Sugar, brown, 6 1/2 to 7; Brandy, apple, 36; Rosin, LU 30 to 1 75; Coffee, 8 Rice, 3 50; Cotton, per lb. 6 1/2; Corn, 60 to 65; Flour, per bush 6 00; SALT—Turks Island, bush, 2 25; Lime, N. E. 35; Liverpool, sack 1 25.

WILMINGTON MARKET, September 9.—Within the last week the advance in Turpentine has been regular, and the article has got up to 2 55 for soft, at which rate a large quantity sold yesterday. On Monday the transactions were to the extent of perhaps 2000 bbls, were at 2 75. Hard at half the rate of soft.

Several lots of Spirits of Turpentine have been sold recently at 2 30 and 2 35 cts. There has been a fall of a few days ago at 1 50, but little concern in, in fact next to none.

Sales of Timber at 5 to 6 ds., for fair mill quantities. Nothing to report respecting Lumber, as no sales have been made lately.

Two or three cargoes of corn afloat; one sold on Saturday at 80 cts.—Chronicle.

Table with 2 columns: CHERAW. Includes 3 Peathers, 32; Boeswax, 24 Iron, 54; Coffee, 9 Molasses, 61; Cotton, 6 a 7 Nails, 61; Corn, 8 a 1 00 Sugar, 9; Tobacco 15.